

The purpose of this bulletin is to provide major changes in aeronautical information that have occurred since the last publication date of each Sectional Aeronautical Chart, Terminal Area, and Helicopter Route Charts listed. The general policy is to include only those changes to controlled airspace and special use airspace that present a hazardous condition or impose a restriction on the pilot; major changes to airports and radio navigational facilities, thereby providing the VFR pilot with the essential data necessary to update and maintain the chart current. When the Aeronautical Chart is republished, the corrective tabulation will be removed from this Bulletin. Inasmuch as this Bulletin provides major changes only; pilots should consult the airport listing in this directory for all new information. Users of U.S. World Aeronautical Charts (WAC) and U.S. Gulf Coast VFR Aeronautical Charts should consult appropriate Sectional and Terminal Area Charts for revisions. NOTE: New data which have been added to this issue are shown below the rule line under the appropriate chart.

Military Training Routes (MTRs) are shown on Sectional Aeronautical Charts and VFR Terminal Area Charts. Only the route centerline, direction of flight and the route designator are shown —route widths and altitudes are not shown. Since these routes are subject to change every 56 days and the charts are reissued every 6 months, routes with a change in the alignment of the charted route centerline will be listed in this Aeronautical Chart Bulletin below. You are advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

BILLINGS SECTIONAL

68th Edition, September 2, 2004

Add obst 2535'MSL (349'AGL)UC, 46°52'14"N, 101°46'22"W. Add obst 2481'MSL (349'AGL)UC, 46°52'04"N, 101°24'33"W.

Military Training Routes

No Changes

CHEYENNE SECTIONAL

70th Edition, August 5, 2004

Revise OSHKOSH, NE Class E. That airspace extending upward from 700 feet above the surface within a 9.5-mile radius of the Garden County Airport (41°24'04"N, 102°21'18"W).

Delete KIRKWOOD arpt, 41°13'31"N, 104°58'32"W. Delete THIEL arpt, 41°15'10"N, 105°04'07"W. Delete REYNOLDS arpt, 43°45'50"N, 105°17'03"W. Change obst from 3743'MSL (498'AGL) to 3808'MSL (494'AGL), 43°31'08"N, 102°41'59"W. Add obst 5347'MSL (265'AGL)UC, 43°54'01"N, 106°39'29"W. Change MEF 3⁹ to 4⁰ in quadrant 43°30'00"–44°00'00"N, 102°30'00"–103°00'00"W. Revise SCOTTSBLUFF, NE Class E. Within a 5.3 mile radius of Western Nebraska Regional/William B. Heilig Field (41°52'27"N, 103°35'44"W) and that airspace extending upward from 700 feet above the surface within a 7.8 mile radius of Western Nebraska Regional/William B. Heilig Field and within 2.5 miles each side of the Scottsbluff VORTAC (41°53'39"N, 103°28'55"W) 078° radial extending from the 7.8 mile radius of the airport to 7 miles east of the VORTAC and within 2.5 miles each side of the VORTAC 256° radial extending from the 7.8 mile radius of the airport to 17.2 miles west of the VORTAC and within 2.5 miles each side of the 317° bearing from the Gering NDB (41°56'40"N, 103°40'59"W) extending from the 7.8 mile radius of the airport to 7 miles northwest of the NDB. Revise OGALLALA, NE Class E. That airspace extending upward from 700 feet above the surface within an 8.6 mile radius of Searle Field (41°07'10"N, 101°46'11"W). Revise CHADRON, NE Class E. Within a 5.7 mile radius of Chadron Municipal Airport (42°50'15"N, 103°05'44"W) and within 2.5 miles each side of the 021° bearing from Whitney NDB (42°49'44"N, 103°05'37"W) extending from the 5.7 mile radius of the airport to 7 miles northeast of the NDB and that airspace extending upward from 700 feet above the surface within a 10.7 mile radius of Chadron Municipal Airport.

Military Training Routes

No Changes

GREAT FALLS SECTIONAL**67th Edition, July 8, 2004**

Add KALISPELL, MT Class E airspace: That airspace extending upward from 700 feet above the surface of the earth within a 7 mile radius of Kalispell/Glacier Park International Airport, and within 4.8 miles each side of the 035° and 215° bearings from the Smith Lake NDB extending from the 7 mile radius to 10.5 miles southwest of the NDB; that airspace extending upward from 1,200 feet above the surface of the earth bounded by a line from lat. 47°30'00"N, long. 112°37'30"W; to lat. 47°43'30"N, long. 112°37'30"W; to lat. 48°07'30"N, long. 113°30'00"W, to lat. 48°30'00"N, long. 113°30'00"W; to lat. 48°30'00"N, long. 116°03'35"W; to lat. 47°30'00"N, long. 114°54'23"W; thence to point of origin; excluding Kalispell/Glacier Park International Airport Class D airspace, Class E airspace, and that airspace within Federal Airways.

Delete HOLIDAY SHORES SPB, 48°14'06"N, 116°17'19"W. Delete CHALLIS NDB, 44°31'10"N, 114°12'56"W. Add obst 4949'MSL (499'AGL), 47°15'57"N, 111°08'42"W.

Military Training RoutesNo Changes

KLAMATH FALLS SECTIONAL**71st Edition, September 30, 2004**

No major changes.

Military Training RoutesNo Changes

SALT LAKE CITY HELICOPTER**2nd Edition, April 18, 2002**

Change CTAF freq. 122.8 to 123.0 at SKYPARK arpt., 40°52'09"N, 111°55'37"W.

Military Training RoutesNo Changes

SALT LAKE CITY SECTIONAL**71st Edition, April 15, 2004**

Revise airway V328 from BIG PINEY VOR-DME (BPI) 321° to JACKSON VOR-DME (JAC) 143°. Change JACKSON VOR-DME position from 43°36'30"N, 110°44'05"W to 43°37'16"N, 110°43'54"W. Change JACKSON VOR-DME freq and chan from 108.4 Chan 21 to 115.4 Chan 101.

Add obst 4890'MSL (214'AGL)UC, 43°27'14"N, 112°03'49"W. Add obst 5503'MSL (260'AGL)UC, 42°12'38"N, 114°43'17"W. Add obst 5107'MSL (315'AGL), 43°53'29"N, 112°35'26"W.

Delete CHALLIS NDB, 44°31'10"N, 114°12'56"W. Add obst 4543'MSL (265'AGL) UC, 40°43'14"N, 112°02'32"W.

Military Training RoutesNo Changes

SALT LAKE CITY TERMINAL AREA CHART
30th Edition, April 15, 2004

Add obst 4543'MSL (265'AGL)UC, 40°43'14"N, 112°02'32"W.

Military Training Routes

No Changes

SEATTLE SECTIONAL
67th Edition, June 10, 2004

Delete DEWALD arpt, 47°04'37"N, 118°30'16"W. Revise Yakima, WA Class E airspace: That airspace extending upward from the surface within 2.5 miles each side of the 287° bearing from the Yakima Air Terminal extending from the 4.2 mile radius of Yakima Air Terminal to 9 miles northwest of the airport, and within 3.5 miles northeast and 1.8 miles southwest of the 107° bearing from the airport extending from the 4.2 mile radius of the airport to 11.2 miles southeast of the airport. And revise that airspace extending upward from 700 feet above the surface within a 7.5 miles radius of the Yakima Air Terminal, and within 4.5 miles northeast and 9.5 miles southwest of the Yakima VORTAC 094° bearing extending from the 7.5 mile radius of the airport to 21 miles southeast of the VORTAC, and within 4.0 miles north and 5 miles south of the 287° bearing from the Yakima Air Terminal extending from the 7.5 mile radius of the airport to 16 miles northwest of the airport; that airspace extending upward from 1,200 feet above the surface bounded by a line beginning at lat. 46°10'00"N, long. 119°45'00"W; thence to lat. 46°10'00"N, long. 121°00'00"W; to lat. 46°50'00"N, long. 21°00'00"W; to lat. 46°50'00"N, long. 119°45'00"W; thence to the point of origin, excluding that airspace within Federal Airways and the Ellensburg, WA, Class E airspace area.

Military Training Routes

No Changes

SEATTLE TERMINAL AREA CHART
62nd Edition, June 10, 2004

No major changes.

Military Training Routes

No Changes
